

REMARKS

Claim 17 has been amended to address the indefiniteness issue noted by the Examiner. Thus, the rejections of Claims 17 and 18 are obviated.

The Examiner rejected independent Claim 1 under 35 U.S.C. 102(b) as being anticipated by the German '903 reference, referring to Fig. 2 of the German '903 reference as disclosing an inflator that is integrally formed in the beam such that a portion of the beam defines walls of the inflator. However, this interpretation of the German '903 reference is clearly incorrect.

The German '903 reference discloses a conventional inflator cartridge 13 that is retained in position within a cross beam 4 by a pair of O-rings 7. A series of openings 12 are formed through the cross beam 4 to permit the inflator cartridge 13, when activated, to inflate the air bag 14. Thus, it can be seen that the inflator cartridge 13 is completely separate from cross beam 4, and that the inflator cartridge 13 is not integrally formed in the cross beam 4 such that a portion of the cross beam 4 defines walls of the inflator cartridge 13, as specifically claimed. Thus, the German '903 reference does not anticipate independent Claim 1. A machine translation of the German '903 reference is enclosed to facilitate a review of the German '903 reference by the Examiner.

Independent Claim 21 has been amended to include the salient limitations of now-canceled Claim 23 and is believed to be clearly patentable over the combined teachings of the German '903 reference and the Lutz reference for the same reasons set forth above. Similarly, independent Claim 25 has been amended to include that the inflator assembly is integrally formed in the beam such that a portion of the beam defines walls of the inflator assembly containing the source of pressurized gas and is believed to be clearly patentable over the combined teachings of the Nakazato reference and the German '903 reference.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Scott A. Blake", is positioned above a horizontal line.

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